2005

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 111

City of Fredericksburg

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

Special Routes

Bus	Bus - Business Route		
[29]	Bypas - Bypass Route		
	Truck - Truck Route		
ALT	ALT - Alternate Route		
(220)	Wye - Wye Route connector		
~~~			

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

_			Frederick			_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~	From:		Fredericksl	burg												
1 Jefferson Davis Blvd	City of Fredericksburg	1.48	33000	Α	98%	0%	1%	0%	1%	0%	С	0.099	Α	0.614	36000	
~	To: From:		SR 3													
Jefferson Davis Blvd	City of Fredericksburg	0.90	31000	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.582	34000	
~~	To- From:		College Ave													
1 Jefferson Davis Blvd	City of Fredericksburg	0.59	29000	F	98%	0%	1%	0%	1%	0%	F	0.078	F	0.525	31000	
~	To- From:		Fall Hill Ave													
Jefferson Davis Blvd	City of Fredericksburg	0.29	23000	F	98%	0%	1%	0%	1%	0%	F	0.079	F	0.642	25000	
Bus	To: From:	Bus US	1 Princess A	nne Ave	2											
Jefferson Davis Blvd	City of Fredericksburg	0.11	32000	N	98%	0%	1%	0%	1%	0%	Ν	0.085	Ν	0.674	35000	
	То:	NCI	_ Fredericks	burg												
ıs	From		Fredericksl													
1	City of Fredericksburg	1.42	21000	F	96%	1%	1%	1%	1%	0%	F	0.084	F	0.553	23000	
us	To: From:	SR 3; B1	ue and Grey	Parkwa	у		$\Box$ $\vdash$									
LaFayette Blvd	City of Fredericksburg	0.38	10000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.619	11000	
.)	Та	111-	3957 Sunker	n Rd												
us 1 LaFayette Blvd	City of Fredericksburg	0.56	9200	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	10000	
LaFayette Blvd	City of Fredericksburg				90 /6	1 /0	1 /0	1 /0	1 /0	076	-	0.000		0.041	10000	
us	To: From:	111-3	961 Kenmor	re Ave												
LaFayette Blvd	City of Fredericksburg	0.10	4600	N	98%	1%	1%	0%	0%	0%	N	0.094	Ν	0.618	5000	
us	To: From:	Bus US 1 Par, I	Bus 17 Par P	rincess .	Anne St		$\Box$									
LaFayette Blvd	City of Fredericksburg	0.06	4600	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.618	5000	
	To:		JS 17 Caroli													
us Bus	City of Frederick hours		17, Lafayet		000/	40/	40/	00/	007	00/	_	0.004	_		5400	
1) (17) (2) Caroline St	City of Fredericksburg	0.38	4700	F	98%	1%	1%	0%	0%	0%	F F	0.084	F		5100	
	Combined Traffic Estimates for 2 Parallel Roadway			F	98%	1%	1%	0%	0%	0%	Г	NA			13000	
us Bus	To: From:	Bus	SR 3 Willia	m St												
1) (17) Caroline St	City of Fredericksburg	0.51	5400	F	98%	1%	1%	0%	0%	0%	С	0.082	F		5900	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.655	15000	
us Bus	To: From:		Herndon St Caroline St													
us Bus	City of Fredericksburg	0.06	5400	F	98%	1%	1%	0%	0%	0%	F	0.082	F		5900	
	To:		Par Princes			.,,		0,0	0,0	0,0	•	0.002	•		0000	
us Bus	From:		S 1 Par Hern													
Princess Anne St	City of Fredericksburg	0.70	11000	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.657	12000	
	To:		erson Davis		•											
us Bus Dringge Anna	City of Front in Line	Bus US 1, B		_		40/	10/	00/	00/	00/	F	0.4	_		9400	
Princess Anne	,	0.37	7400	F F	98%	1%	1%	0%	0%	0%	F	0.1	F		8100	
	Combined Traffic Estimates for 2 Parallel Roadway	/s on this Route:	12000	F	98%	1%	1%	0%	0%	0%	-	NA			13000	

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### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

		Oity oi	Fredericksb	July				т	ماد			V		D:-		
Route	Jurisdiction	Length	AADT C	<b>QA</b> 4	Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Dura Dura	From:	D (	CD 2 W:11: C	14			2Axie	3+Axle	11raii	21 raii		Factor		Factor		
Bus Bus 1 Princess Anne St	City of Fredericksb		SR 3 William S <b>8100</b>		98%	1%	1%	0%	0%	0%	С	0.101	F		8900	F
Princess Anne St	Combined Traffic Estimates for 2 Parallel R	3			98%	1%		0%	0%	0%	С	0.101	F	0.655	15000	, F
	Combined Trainic Estimates for 2 Parallel Ri	-	JS 1 Herndon S		10 70	170	1%	0%	U70	0%	C	0.094	Г	0.000	15000	Г
D	From:		Fredericksburg													
Bus  17 Dixon St	City of Fredericksb				3%	1%	1%	2%	3%	0%	С	0.082	F	0.61	25000	F
2 (17) Dixon St	only of Fredericksb				/5 /0	1 /0	170	270	370	070	O	0.002	'	0.01	23000	'
Bus	From:	Ramp fro	om SR 3 Conne	ector												
2 17 Dixon St	City of Fredericksb	ourg 0.26	10000	F 9	98%	1%	1%	0%	0%	0%	С	0.093	F	0.631	11000	F
	To-		Charles St				$\neg$ —									
Bus  17 Dixon St	City of Fredericksb			<b>F</b> 98	98%	1%	1%	0%	0%	0%	F	0.094	F	0.639	5300	F
2 (17) Dixon St	•	· ·									F		Г	0.039		F
	Combined Traffic Estimates for 2 Parallel Ro		ncess Anne St	F 9	98%	1%	1%	0%	0%	0%	г	NA			12000	г
Bus	From:	1111	Dixon St													
2) (17) Princess Anne St	City of Fredericksb	ourg 0.26	5800	<b>F</b> 9	7%	1%	1%	0%	0%	0%	С	0.079	F	0.507	6400	F
	Combined Traffic Estimates for 2 Parallel Re	toadways on this Route:	8200	<b>F</b> 9	7%	1%	1%	0%	0%	0%	С	0.079	F		9000	F
	To		Bus US 1													
Bus Bus	From:										_		_			_
2 ( ) ( ) (17) Princess An	· · · · · · · · · · · · · · · · · · ·	•			98%	1%	1%	0%	0%	0%	F	0.1	F		8100	F
~ ~	Combined Traffic Estimates for 2 Parallel Re				98%	1%	1%	0%	0%	0%	F	NA			13000	F
	10.	Bus S	SR 3 William S	št												
	From:		. Fredericksburg								_					_
3 Plank Rd	City of Fredericksb	ourg 0.34	80000	<b>G</b> 9	94%	1%	1%	1%	3%	0%	F	NA			85000	G
	To- From:		I-95													
(3) Plank Rd	City of Fredericksb	ourg 0.61	53000	<b>F</b> 93	3%	1%	1%	2%	4%	0%	F	0.071	F	0.502	57000	F
$\overline{}$	To-	(	Oakwood St				<u> </u>									
3 Plank Rd	City of Fredericksb	ourg 0.63	46000	<b>F</b> 9:	3%	1%	1%	2%	4%	0%	F	0.072	F	0.52	50000	F
	To	LIC 1 Io	fferson Davis H	Jan												
	City of Fredericksb				3%	1%	1%	2%	4%	0%	F	0.079	F	0.558	42000	F
3	- City of 1 rodo folio				,0 ,0	170		270	170	070	•	0.070	•	0.000	12000	•
Dhua and Caru Baduuru	From:		SR 3 William S		20/	40/	40/	20/	407	00/	^	0.000	_	0.504	22000	_
3 Blue and Grey Parkway	City of Fredericksb	ourg 0.53	30000	<b>F</b> 9:	93%	1%	1%	2%	4%	0%	С	0.080	F	0.521	32000	F
	To: From:		S 1 LaFayette B													
3 Blue and Grey Parkway	City of Fredericksb	ourg 1.00	35000	<b>F</b> 93	3%	1%	1%	2%	4%	0%	F	0.080	F	0.519	38000	F
<u> </u>	To- From:	Bus US	17 SR 2 Dixon	n St			$\neg$ $\vdash$									
3 Blue and Grey Parkway	City of Fredericksb				3%	1%	1%	2%	4%	0%	F	0.085	F	0.615	40000	F
	То:	ECL	Fredericksburg	g												
Bus	From:	SR 3 Blu	e and Grey Parl	kway												
3 William St	City of Fredericksb				9%	0%	1%	0%	0%	0%	F	0.086	F	0.552	15000	F
	Too		3958 Hanover S	2+												
Bus	From:															
(3) William St	City of Fredericksb				9%	0%	1%	0%	0%	0%	С	0.086	F	0.591	13000	F
$\sim$	To:	111-3	955 College Av	ve												

### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

		City of Frede	ericksburg												
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus	From:	111-3955 Co													
3) William St	City of Fredericksburg	0.48 <b>120</b> 0	00 F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.538	14000	F
Bus	To: From:	SR 3 Par, Wasi	hington Ave												
William St	City of Fredericksburg	0.37 610	0 F	98%	0%	1%	0%	0%	0%	С	0.096	F	0.557	6700	F
9	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 1200	00 F	98%	1%	1%	0%	0%	0%	F	0.096	F		13000	F
	т.	Bus US 1 C													
Bus	From:			200/	201	40/	00/	201	00/	_	0.400	_	0.04	7000	_
3 William St	City of Fredericksburg	0.07 <b>660</b>	-	98%	0%	1%	0%	0%	0%	F	0.103	F	0.64	7200	F
~	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 1300	00 F	98%	1%	1%	0%	0%	0%	F	0.095	F		14000	F
Bus	To: From:	Bus SR 3 Par	, Sophia St												
3 William St	City of Fredericksburg	0.03 1700	00 G	98%	0%	1%	0%	0%	0%	F	0.096	Ν	0.572	19000	G
<u> </u>	To:	WCL St	afford												
Bus	From:	Bus SR 3 W	illiam St												
Washington Ave	City of Fredericksburg	0.07 <b>570</b>	0 F	98%	1%	1%	0%	0%	0%	F	0.096	F		6300	F
<b>B</b>	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 1200	00 F	98%	1%	1%	0%	0%	0%	F	0.096	F		13000	F
	To:	111-3963 A	melia St												
Bus	From:	111-3963, Was													
3 Amelia St	City of Fredericksburg	0.43 <b>490</b>	•	98%	1%	1%	0%	0%	0%	С	0.089	F		5300	F
~	Combined Traffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	С	NA			12000	F
Oue.	From:	111-3973 S 111-3973, A													
Bus 3 Sophia St	City of Fredericksburg	0.07 <b>620</b>		98%	1%	1%	0%	0%	0%	F	0.089	F		6800	F
3) Coprilla Ct	Combined Traffic Estimates for 2 Parallel Roadways	****	•	98%	1%	1%	0%	0%	0%	F	0.095	F		14000	F
	The	Bus SR 3 W		3070	1 /0		070	070	070		0.000	•		14000	'
	From:	SCL Freder													
17) (95)	City of Fredericksburg (Maint: 88		reksourg		See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	sean	nent.		
17) (93)	Combined Traffic Estimates for 2 Parallel Roadways	,	00 F	82%	1%	1%	1%	15%	1%	F	NA	5		103000	F
	Trol			0270	.,,		.,,	.070	. , ,	•				.00000	•
	City of Fredericksburg (Maint: 88	SR:	3		S00 I 0	5 for dir	ectional t	roffic v	olumo oc	timata	oc for this	coan	nont		
17) 95	City of Fredericksburg (Maint. of Combined Traffic Estimates for 2 Parallel Roadways		00 F		1%		1%			ımate F		segn F		140000	F
	Combined Traffic Estimates for 2 Parallel Roadways	Stafford Con		83%	170	1%	170	15%	1%	Г	0.065	Г	0.570	140000	Г
-	F					_									
Bus 17 2 Dixon St	City of Fredericksburg	ECL Freder 0.55 <b>230</b> 0		93%	1%	1%	2%	3%	0%	С	0.082	F	0.61	25000	F
17) 2 Dixon St	City of Fredericksburg	0.55 2300	<b>Л</b> О Г	93%	170	1 70	270	370	0%	C	0.062	Г	0.61	25000	Г
Bus	To: From:	Ramp from Rte.	3 Connecto	r											
17 2 Dixon St	City of Fredericksburg	0.26 <b>100</b> 0	00 F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.631	11000	F
	To	Charle	c St												
Bus	From:														
17 (2) Dixon St	City of Fredericksburg	0.06 <b>490</b>	-	98%	1%	1%	0%	0%	0%	F	0.094	F	0.639	5300	F
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 1100	00 F	98%	1%	1%	0%	0%	0%	F	NA			12000	F
	To	Princess A	Anne St												

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### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

							Tru	ck			K		Dir		
Jurisdiction	n Leng	th <b>AADT</b>	QA	4Tire	Bus	2Avla				QC		QK		AAWDT	C
From:		Princess Ann	e St			27 000	0171710	TTTUI	ZITUII		1 40101		1 40101		
City of Frederick			F	98%	1%	1%	0%	0%	0%	F	0.123	F		2700	
•	9	e: <b>8300</b>	F							F		F	0.613	9100	
To:	Treadmays on the result			0070	.,,	Ξĵ	0,0	0,0	0,0	•	0.00	•	0.0.0	0.00	
From:		Dixon Stre	et												
City of Frederick	ksburg 0.24	2400	F	98%	0%	1%	0%	0%	0%	С	0.128	F		2600	
Combined Traffic Estimates for 2 Paralle	l Roadways on this Rou	e: <b>8200</b>	F	97%	1%	1%	0%	0%	0%	С	0.079	F		9000	
To. From:		Layfayette B	lvd												
City of Frederick	ksbura 0.38	4700	F	98%	1%	1%	0%	0%	0%	F	0.084	F		5100	
•	J									F		-			
Tallo	•				170		070	070	070					10000	
From:										_		_			
•	9											-			
Combined Traffic Estimates for 2 Paralle	l Roadways on this Rou			98%	1%	1%	0%	0%	0%	С	0.094	F	0.655	15000	
From:															
L City of Frederick	ksburg 0.06			98%	1%	1%	0%	0%	0%	F	0.082	F		5900	
To:	<u> </u>		ess Anne				- 7.		-,-	-		-			
From:															
City of Frederick	U		F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.657	12000	
To:															
City of Frederick					007	40/	00/	40/	00/	N.	0.005	N.I	0.074	25000	
City of Frederick				96%	0%	1%	0%	170	0%	IN	0.065	IN	0.674	35000	
From	1														
City of Frederick	kohura 0.20			070/	10/	10/	00/	00/	00/	C	0.070	_	0.507	6400	
,	o .									_		г -	0.507		
Combined Traffic Estimates for 2 Paralle					1%	1%	0%	0%	0%	C	0.079	г		9000	
From:		,		bivu											
L City of Fredericksburg				84%	1%	1%	1%	13%	1%	F	0.065	F		51000	
,	,									E		•			
Combined Traine Estimates for 21 arane	i Roadways on this Roa	.e. 110000	•	02 /0	1 /0	1 /0	1 /0	13 /0	1 /0	'	INA			103000	
To- From:		SR 3 Plank	Rd												
Tick From: City of Fredericksburg	g (Maint: 88) 2.29		Rd <b>F</b>	84%	1%	1%	1%	13%	1%	F	0.07	F		73000	
City of Fredericksburg Combined Traffic Estimates for 2 Paralle		82000	F	84% 83%	1% 1%	1% 1%	1% 1%	13% 15%	1% 1%	F F	0.07 0.065	F F	0.570	73000 140000	
	el Roadways on this Rout	82000	F F							F F		F F	0.570		
Combined Traffic Estimates for 2 Paralle To: From:	el Roadways on this Rout S	82000 te: <b>160000</b>	F F Line							F F		F F	0.570		
	el Roadways on this Rout S	82000 te: 160000 tafford County	F F Line							F F		F F	0.570		
Combined Traffic Estimates for 2 Paralle To: From:	el Roadways on this Rout S G (Maint: 88) 1.61	82000 te: 160000 tafford County GCL Frederick 61000	F / Line sburg F	83%	1%	1%	1%	15%	1%	F F F	0.065		0.570	140000	
Combined Traffic Estimates for 2 Paralle  To:  From:  City of Fredericksburg	el Roadways on this Rout S G (Maint: 88) 1.61	82000 te: 160000 tafford County GCL Frederick 61000	F F / Line sburg F F	83%	1%	1%	1%	15%	1%	F F F	0.065		0.570	140000 52000	
Combined Traffic Estimates for 2 Paralle  To:  From:  City of Fredericksburg  Combined Traffic Estimates for 2 Paralle	el Roadways on this Rour S S G (Maint: 88) 1.67 el Roadways on this Rour	82000 te: 160000 tafford County GCL Frederick 61000 te: 118000 SR 3 Plank	F F F F Rd	83% 81% 82%	1% 1% 1%	1% 1% 1% 1%	1% 1% 1%	15% 16% 15%	1% 1% 1%	F F F	0.065 0.076 NA		0.570	140000 52000 103000	
Combined Traffic Estimates for 2 Paralle  To:  From:  City of Fredericksburg	el Roadways on this Rout S  (Maint: 88) 1.61 Roadways on this Rout (Maint: 88) 1.76	82000 te: 160000 tafford County GCL Frederick 61000 te: 118000 SR 3 Plank	F F F Rd	83%	1%	1%	1%	15%	1%	F F F	0.065		0.570	140000 52000	
	City of Frederick Combined Traffic Estimates for 2 Paralle  To: From: City of Frederick Combined Traffic Estimates for 2 Paralle  To: From: City of Frederick Combined Traffic Estimates for 2 Paralle  To: From: City of Frederick Combined Traffic Estimates for 2 Paralle  To: From: City of Frederick Combined Traffic Estimates for 2 Paralle To: From: City of Frederick City of Frederick Combined Traffic Estimates for 2 Paralle To: From: City of Frederick Combined Traffic Estimates for 2 Paralle To: From: City of Frederick Combined Traffic Estimates for 2 Paralle To: From: City of Fredericksburg	City of Fredericksburg 0.06 Combined Traffic Estimates for 2 Parallel Roadways on this Route From City of Fredericksburg 0.24 Combined Traffic Estimates for 2 Parallel Roadways on this Route From City of Fredericksburg 0.38 Combined Traffic Estimates for 2 Parallel Roadways on this Route From City of Fredericksburg 0.51 Combined Traffic Estimates for 2 Parallel Roadways on this Route From City of Fredericksburg 0.51 City of Fredericksburg 0.06 City of Fredericksburg 0.06 City of Fredericksburg 0.70 City of Fredericksburg 0.71 City of Fredericksburg 0.72 City of Fredericksburg 0.75 City of Fredericksburg 0.76 Ci	City of Fredericksburg	City of Fredericksburg 0.06 2500 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8300 F  To Caroline St  Prom Dixon Street  City of Fredericksburg 0.24 2400 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8200 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8200 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12000 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12000 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12000 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13000 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13000 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13000 F  City of Fredericksburg 0.06 5400 F  City of Fredericksburg 0.06 5400 F  City of Fredericksburg 0.70 11000 F  City of Fredericksburg 0.70 11000 F  City of Fredericksburg 0.11 32000 N  City of Fredericksburg 0.11 32000 N  City of Fredericksburg 0.26 5800 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8200 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8200 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8200 F  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8200 F	City of Fredericksburg	Prome	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   8300   F   98%   1%   1%	Prime   Prim	City of Fredericksburg   O.6   Z500   F   98%   1%   1%   0%   0%   0%   0%   0%   0	City of Fredericksburg   O.6   2500   F   98%   1%   1%   0%   0%   0%   0%   0%   0	City of Fredericksburg   City of Fredericksb	Prince   P	Princestame   Princestame	Princess Atum   Structure   Princess Atum   Structure   Princess Atum   Structure   Princess Atum   Princess	Pacific   Paci

# Virginia Department of Transportation Traffic Engineering Division 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

					,	City of Fr	edericksbu	rg								
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 17			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg		From:														
Cowon Plyd	0.61	15000	F	99%	0%	111-3976 0%	6 Powhatan St 0% C	0%	0%	С	0.100	F	0.630	16000	F	2005
1 Cowan Blvd	0.61	13000 To-		9970	0%		ead End	J 70	0%		0.100	г	0.639	10000	Г	2005
		From:	L								1					
(3950) Twin Lake Dr	0.46	3400	F	99%	0%	0%	n Davis Blvd 0% C	0%	0%	С	0.103	F	0.558	3700	F	2005
(3950) I WIN Lake Dr	0.40	3400 To:		99 /0	0 /6		yette Blvd	J /0	0 /6		0.103	-	0.556	3700		2003
		From:			•			c20								
(3952) Lansdowne Road	0.47		F	93%	1%	VCL Frede	ricksburg; 88-6 1% 3	3%	00/	С	0.093	F	0.500	0000	F	2005
(3952) Lansdowne Road	0.47	9000 To:		93%			, SR 2 Dixon S		0%	C	0.093	Г	0.508	9900	Г	2005
		From:						Di.			<u>l</u>					
Ctofford Avenue	0.50		G	98%	1%	1%	iam Street	0%	00/	С	NA			2100	G	2005
(3953) Stafford Avenue	0.50	2000 To:		90%	170		0% C Davis Highwa		0%	C	INA			2100	G	2005
			1					.y								
( )	0.00	From:	<u> </u>	000/	00/		dwell St	10/	00/	_	0.400	_	0.57	700	_	0005
(3954) Howison St	0.09	640	F	93%	2%	2%		1%	0%	F	0.106	F	0.57	700	F	2005
		From:					ward Ave ard Avenue									
3954) Howison Avenue	0.16	1600	F	93%	2%	2%		1%	0%	С	0.095	F	0.614	1800	F	2005
		To:					ion Street									
		From:					iam Street				l					
3955) College Ave	0.67	8100	F	99%	0%	0%		0%	0%	С	0.086	F	0.586	8800	F	2005
3339 - 13	3.0.	To:		,-	- / 0		Davis Highwa					•		- 500	-	_000
		From:	I				3 William St				Ī					
3958) High St	0.04	720	F	96%	1%	2%		0%	0%	F	0.13	F	0.916	780	F	2005
3958) 1 light Ot	0.04	To:	Ė	3070	1 /0		nover St	770	070	'	10.13	•	0.510	700	ı	2000
		From:					ligh St									
3958) Hanover St	0.60	2300	F	96%	1%	2%	0% 0	0%	0%	С	0.095	F	0.610	2500	F	2005
		To				111 2050	Littlanaga St									
3958 Hanover St	0.49	1000	F	96%	1%	2%	Dittlepage St 0% C	0%	0%	F	0.114	F	0.934	1100	F	2005
Hanover St	0.43	1000		3070	1 /0	270	070 0	J 70	070	'	0.114	'	0.004	1100	•	2003
<u> </u>		From:	<u> </u>	2221			r Princess Ann					_				
(3958) Hanover St	0.12	760	F	98%	1%	1%		)%	0%	F	0.137	F		830	F	2005
		To:				111-39	73 Sophia St									
		From:				Bus US 1	LaFayette Blv	ď								
(3959) Littlepage St	0.44	1400	F	98%	1%	1%		)%	0%	С	0.09	F	0.536	1500	F	2005
<u> </u>		To:				Bus SR	3 William St									
		From:				Bus US 1	LaFayette Blv	ď								
(3961) Kenmore Ave	0.49	5100	F	97%	1%	2%	0% 0	0%	0%	С	0.095	F	0.724	5500	F	2005
<u> </u>		To: From:				Bus SR	3 William St									
3961) Kenmore Ave	0.40	1300	F	98%	1%	1%		0%	0%	С	0.104	F	0.549	1400	F	2005
$\bigcirc$		To:					ry Ball St									
<u> </u>		From:		-			more Ave									
(3961) Mary Ball St	0.10	1600	F	98%	1%	1%		)%	0%	F	0.091	F	0.562	1800	F	2005
$\overline{}$		To:				111-6963 V	Washington Av	ve								
		From:					3 P Amelia St									
(3963) Washington Ave	0.43	2300	F	98%	1%	1%	0% 0	0%	0%	С	0.11	F	0.761	2500	F	2005
$\overline{}$		To				111-39	75 Maury St				_					
(3963) Washington Ave	0.44	2300 From:	F	98%	1%	1%		0%	0%	F	0.109	F		2500	F	2005
<b>3</b> 1 1	•	To:					; Fall Hill Ave									
		From:					ore Avenue				i					
3965) Prince Edward St	0.35	2900	F	99%	1%	1%		0%	0%	F	0.089	F	0.750	3100	F	2005
2000	0.00		-	-070	. 70			•	- / -	•		•	50	0.50	•	
Drings Estated Of	0.44	From:	ᄂ	000/	407		iam Street	20/	00/		0.000		0.700	0000		0005
9965 Prince Edward St	0.44	2300	F	99%	1%	1%	0% 0	0%	0%	С	0.092	F	0.786	2600	F	2005
		To: From:				Car	nal Street									
(3965) Fall Hill Avenue	0.10	2400	F	99%	1%	1%	0% 0	0%	0%	F	0.091	F	0.879	2600	F	2005
$\overline{}$		To				Mai	ıry Street									
(3965) Fall Hill Avenue	0.39	3400 From:	F	99%	1%	1%		0%	0%	F	0.111	F		3700	F	2005
3303) / (101100	3.00	To-		0070	. 70		ngton Street	- / -	0,0	•	<u> </u>	•		5,00	•	_555
						., 43111					-					

# Virginia Department of Transportation Traffic Engineering Division 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

						J., J	i caci ionor	o u								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Fredericksburg		From				***					ī					
965) Fall Hill Avenue	0.15	9300	F	99%	1%	Washi 1%	ington Street 0%	0%	0%	F	0.083	F	0.569	10000	F	2005
965) Fall Hill Avenue	0.13	9300		99 /0	1 /0	1 /0	0 /6	0 /6	076		0.003		0.509	10000		2000
<u> </u>		From	<u> </u>				Davis High							.=		
Fall Hill Avenue	1.59	16000	F	99%	0%	0%	0%	0%	0%	С	0.094	F	0.66	17000	F	2005
<u> </u>		To From					I-95									
965) Fall Hill Avenue	0.95	16000	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.676	18000	F	2005
<u> </u>		To				WCL F	redericksbu	rg								
$\widehat{}$		From				Bus 1	17 Dixon St									
967 Charles Street	0.24	6600	F	97%	1%	2%	0%	0%	0%	F	0.089	F	0.597	7200	F	2005
<i></i>		To				Bus US 1	Lafayette B	Blvd								
_		From				Lafa	yette Blvd									
₉₇₃ ) Sophia St	0.37	4300	F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.631	4700	F	2005
<u> </u>		To				Bus SR	3 William S	St								
		From				Was	shington St									
Maury Street	0.14	1900	F	98%	1%	1%	0%	0%	0%	С	0.1	F		2100	F	200
<u> </u>		To				Fall I	Hill Avenue									
		From	:			P	lank Rd									
Westwood Dr	0.20	1900	G	98%	1%	1%	0%	0%	0%	F	NA			2100	G	200
<i></i>		To					odland Dr									
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.04	From	<u> </u>	2001	40/		stwood Dr	201	201			_	0.040	4.400	_	000
976 Woodland Rd	0.04	1300	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.649	1400	F	200
		To From					ng Creek Rd									
₉₇₆ Keenland Road	0.36	1200	F	98%	1%	1%	0%	0%	0%	С	0.104	F	0.654	1300	F	200
		To					n Boulevard	l								
976) Powhatan Street	0.24	2100	F	99%	1%	1%	wan Blvd 0%	0%	0%	С	0.113	F	0.885	2300	F	200
Pownatan Street	0.24	<b>2100</b> To	Ė	3370	1 /0		on Davis Hw		070		0.113	•	0.005	2300	'	200
		From						.,								
Jackson Street		1500	F			Cnar	lotte Street				0.111	F	0.634	1500	F	200
Jackson Officer		To	Ė			Wo	olfe Street					•	0.054	1300	•	2000
		From														
Sophia St		2100	F			Fa	uquier St				0.097	F	0.948	2100	F	2005
Soprila St		<b>2100</b> To	Ė			T	ewis St				0.037	'	0.340	2100	'	200
		From														
Summit Street		100	F			Kanr	oad Avenue				0.170	F	0.594	100	F	200
Suriiriit Street		To	Ė			W/I	nite Street				0.170		0.534	100		200
		From														
Twin Lakes Drive		3700	F			Goo	dloe Drive				0.100	F	0 E22	2700	F	200
Twin Lakes Drive		3700 To				I of	yette Blvd				0.109	F	0.533	3700	۲	2005
											_					
Moodland Drive		From				We	stwood Dr				0 104	_		1200	_	2001
Woodland Drive		1300 _{To}				T7. 11	ina Co1-				0.104	F		1300	F	2005
		10	1			Fall	ing Creek									